



U.S. Department of
Homeland Security
**United States
Coast Guard**



Incident Report: Davy Crockett Emergency Response

(Information is considered to be accurate at the time of posting, but is subject to change as new information becomes available.)

Operations Update, April 21, 2011

Contractors are staging equipment and readying workers to prepare to implement deconstruction plans for the 229-foot Davy Crockett stern. On Thursday, dive operations will resume with a survey of the vessel. Based on the results, first steps of the deconstruction plan may begin later in the day.

Update as of April 21, 2011

Incident duration:	84 days
Personnel Currently Assigned:	40 state, federal response contractors
Injuries	0
Work and response vessels	16
Total oil water mixture recovered to date	198,700 gallons*
Debris removed to date (e.g. metal, wire, wood)	704,200 pounds
Oil containment boom:	8,200 feet
Projected Maximum - Worst Case Spill	64,500 gallons
Worst case spills potential	717,000 gallons
Samples analyzed to date (e.g. water, oil sediment)	140
Obligated costs to date (including coffer dam construction)	\$10 million
* This figure represents the amount of oily water mixture that has been recovered directly from the Barge Davy Crockett during response operations. An initial unrecovered release of an estimated 70 gallons of oil was documented on January 27, 2011 the day the vessel was discovered to be leaking oil.	

Incident Summary

The Washington Department Ecology received reports of oil sheen on the Columbia River near Vancouver, Wash., Jan. 27, 2011, and traced it 11 miles upstream to the 431-foot flat-deck barge Davy Crockett. Reports of sheen were reported as far as 15 miles downstream.

The vessel was partially sunk near the north shore between Vancouver and Camas, Wash., four miles upstream of the I-205 Bridge. The Davy Crockett had begun leaking oil due to improper and unpermitted salvage operations.

Response efforts began immediately to contain oil and stabilize the vessel. The Coast Guard, Washington Department of Ecology and Oregon Department of Environmental Quality are jointly managing the response and salvage effort using the National Incident Management System.

In mid-February Coast Guard Commandant Adm. Robert Papp authorized Coast Guard Sector Columbia River to remove and destroy the barge Davy Crockett. In his authorization memo, Adm. Papp stated that “destruction of this vessel is appropriate to mitigate the threat of continued discharge of oil, oil water mixtures and hazardous substances into the waterway.”

Davy Crockett History

The Davy Crockett is a former Navy Liberty Ship that was converted to a flat deck barge. As with many aging vessels, ownership has changed several times over the years. The most recent ownership change is believed to have occurred in mid-2010. The vessel is located on Washington state-owned aquatic lands.

In April 2009, due to concerns of oil sheen from the vessel and the instability of the moorings, the Coast Guard issued a *Captain of the Port Order* for removal of bulk oil, contaminated water and other hazardous materials. The order also required the vessel to be adequately secured to the shoreline to prevent it from becoming a navigation hazard. The materials removed from the vessel included 2,200 gallons of a diesel/water mixture, 800 gallons of ballast water and 2,800 gallons of fuel oil.

Incident Potential

The exact potential volume of oil still on board that could spill is unknown because access to all tanks and spaces is limited. Total potential oil based on capacity of all liquid tanks is 717,000 gallons.

For up to date information, refer to the Ecology website at:

<http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html>